

Scott, Clarence Elgy
Sergeant
Royal Canadian Air Force
Rear Gunner 106 Squadron RAF
R/210634



Clarence Elgy Scott was born Thursday, 2 August 1923 in Vancouver, British Columbia, Canada. He was the oldest child of Percy James Scott from Stanley, York County, New Brunswick and Mildred Scott-Jamison from Beetown, Wisconsin, USA.

The family lived at 5638 Nanaimo Street, Vancouver; presumably this street was part of Burnaby. Clarence had two brothers, Howard Percy (1925) and Arthur Elton (1927) and a sister, Dora Inez (1929). They belonged to the Presbyterian church. After the death of their father, Mildred, their mother, married Peter Elias on 17 December, 1943 and they went to live at 2396 34th Avenue, Burnaby, Vancouver.

From 1929-1937 Clarence attended the Tecumseh School in Vancouver (named after the Swahnee leader whose life was devoted to the uniting of the native Americans and their protection). He then chose for the John Oliver Technical School in Vancouver where he remained until 1940. (This school was founded in 1916.)



Technical School Vancouver

After leaving school, aged 16, he went to work at a tire garage on the highway in April 1941. A year later, he changed to Mc Milan Industries, working as a sander machine operator. In March, 1942 he worked for Allison Toy Company as a lumberjack for six months. At this point, in September, 1942, Clarence Elgy, with his passion for diesel technique, began on a relevant course. He rode a motor bicycle and as hobby took part in races.

Clarence Elgy Scott enlisted 11 December, 1942 at the no.1 Recruiting Centre in Vancouver. He was described as 1.78m tall, weighing 71.2kg, with red hair and brown eyes; he had a scar on his right hand on one of his fingers and had been operated on his spleen. He applied to serve in the Air Force and was trained as an air gunner, rising to the rank of sergeant by 1 October, 1943. His military training went well despite a three day stay in hospital for an acute throat infection.

He left for England 31 October, 1943 and was sent to the 3rd Personal Dispatch Centre in Bournemouth; two weeks later, 16 November, he was attached to the 17th Operational Training Unit in Silverstone. After further training he went to '51 base' and was then stationed in Scampton. On 19 April, 1944 he joined the RAF 106 Squadron at its home base in Metheringham.

Pro Libertate {For Freedom}

On Wednesday evening, 21 June, 1944 at 23.15hrs, the four engine MK 111 Lancaster bomber ZN-Z, with registration number LM 570 from RAF 106 Squadron, took off from Metheringham; it was on a bombing mission in Germany, aiming for a synthetic oil factory near Gelsenkirchen. Together with twenty other bombers, they flew via Winterswijk in the Netherlands in order to reach their objective south east from there.

LM 570 was hit by German anti-aircraft gunfire and catching fire, crashed on 22 June at 01.15hrs by the so called 'Doornepol' on the road that then ran from Rossum to Heerwaarden. The bodies of seven crew members were buried in the Uden cemetery; the body of Clarence Elgy Scott was not found until 1 July. He was buried temporarily in the Heerwaarden general cemetery and on 17 October, 1945, reburied in the Canadian Military Cemetery in Groesbeek, plot **XV. E. 8.**

'His Life a Ransom for Many'



FACES TO GRAVES

Stichting Faces to Canadian
War Graves Groesbeek

Life story Gijs Krist, Research Team Faces to Graves

SOURCES

Commonwealth War Graves
Canadian Commission Book of Remembrance
City of Burnaby
Canadian Embassy, Canada
Airliners.net Wikipedia
Het Carillon (weekly newspaper, municipality Maasdriel)
Metheringham Airfield Visitor Centre
Herman Bijlard, Uithoorn
Gilbert Gray, Scotland
Wim van Utrecht, Heerewaarden
Gijs Krist, Heerewaarden

Crash report by Gijs Krist:

After the crash, the bomb load exploded and this was so intense that the windows in the houses up to 800 meters away were shattered. There was a fifteen meter wide crater in the road. Wim van Utrecht, an eyewitness, saw the burning plane coming towards him from the direction of Alem and ran to a higher spot, But very soon he saw it, now a ball of fire, come down and fly low over the houses that stood by the brick factory, de Hogewaard. The family van Utrecht. and eight other families lived there then. An engine from the plane broke loose and landed in the fields of Gradje Groenendaal. The pilot was trying to land there at this point. Wim with his father, and at risk of their lives, crawled towards the aircraft, but all help came too late. and they could do no more for the young crew. The bullets on board were exploding around them. German soldiers stationed nearby in Fort St Andries were soon there to guard the wrecked plane and gave no information to the local authorities.

On 23 June, seven bodies were brought to the allied war cemetery in Uden and buried there. On 1 July, the body of the last crew member was found in the Ketelaarsput in Heerewaarden; it was that of the Canadian,

Clarence Elgy Scott. He was buried two days later in the Heerewaarden General Cemetery and reburied in the Canadian War Cemetery, Groesbeek on 17 October, 1945.

The aircraft LM 570 was delivered to the RAF 106 Squadron on 13 May, 1944 and was of the type MK III. When it crashed it had a total of 90 hours flying time and had taken part in the bombing of Dortmund in Germany on 22-23 May. It took part in the D Day operations and the Normandy landings. This plane was one of the two from the squadron that was lost on this mission

The Crew:

Flying Officer Kenneth George Bellingham 23 years old, UK.

Squadron leader Major Arthur James Loughborough 28 years old, UK.

Flight Engineer Sergeant James William Blanchard, UK.

Flight Sergeant Howard Gavin 22 years old, Australië.

Flight Sergeant Leo Toomey 28 years old, Australië.

Sergeant Arthur Goodacre 20 years old, UK.

Sergeant Sidney Joseph Malaband 22 years old, UK.

Sergeant Clarence Elgy Scott 20 years old, Canada.